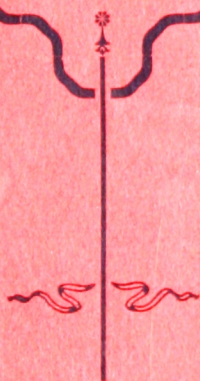


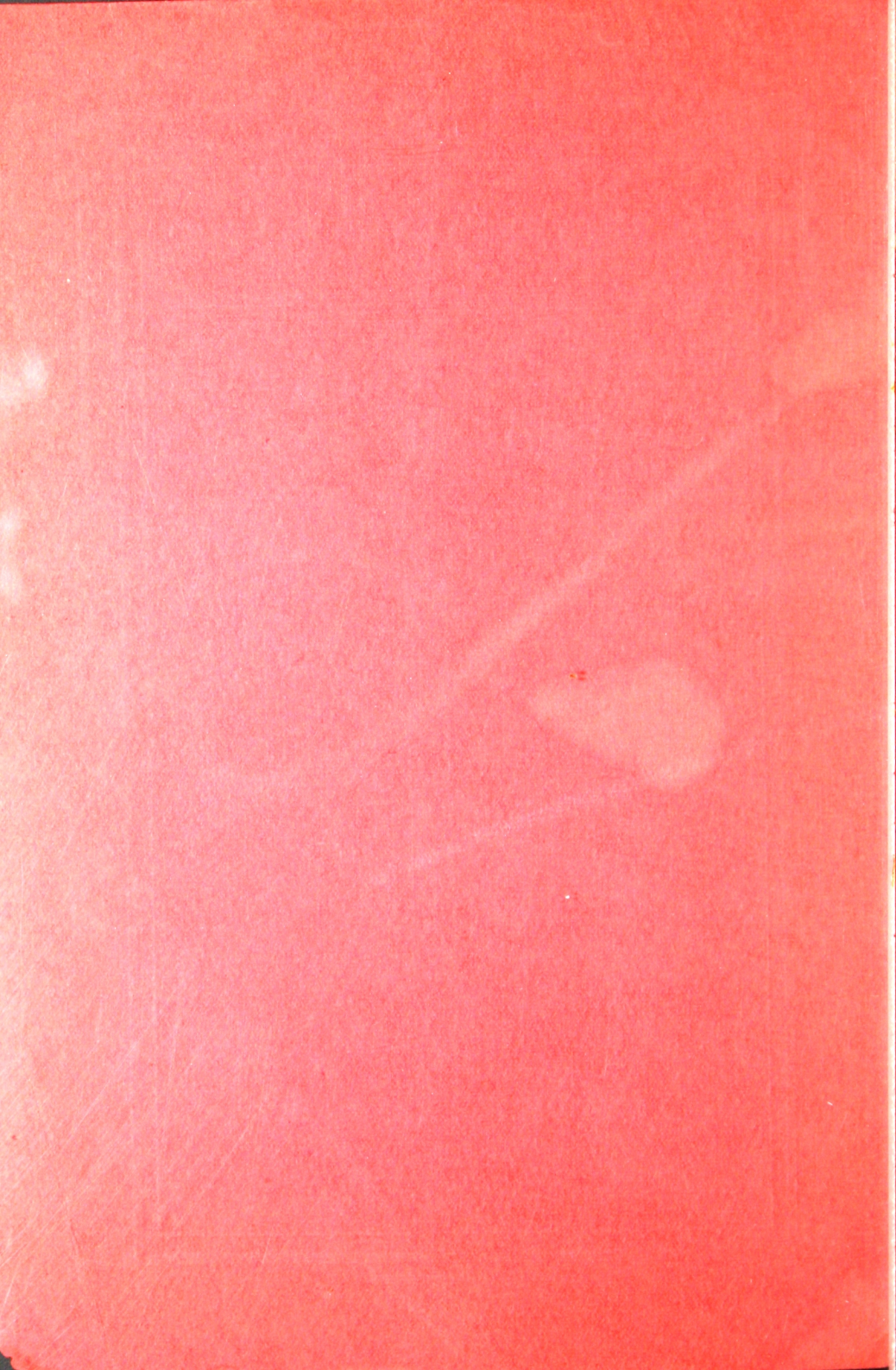
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Prospectus

Kentucky Portland
Cement Company



LOUISVILLE, KENTUCKY



KENTUCKY PORTLAND CEMENT COMPANY

FACTORY—MARENGO, IND.
PRINCIPAL OFFICE—LOUISVILLE, KY.
71 AND 72 TODD BUILDING

CAPITAL STOCK, \$900,000
(NON-ASSESSABLE)

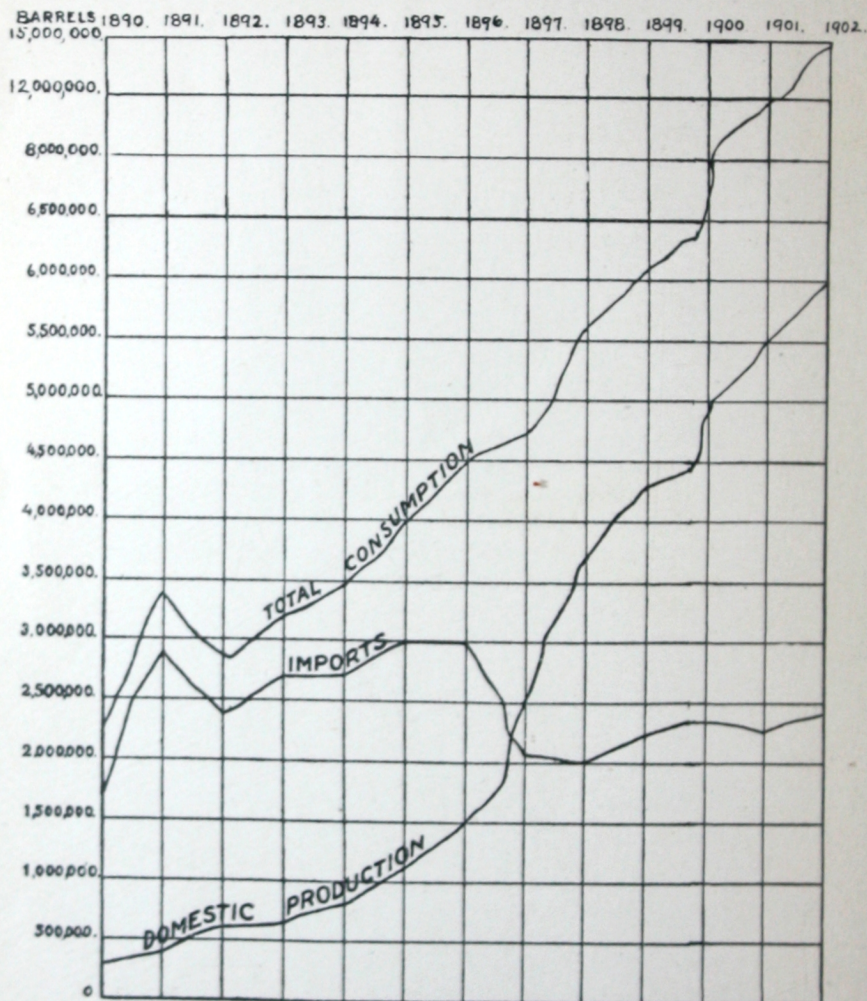
CAPACITY, 2,000 BARRELS PER DAY



The entire data of this Prospectus is based on actual existing conditions to-day, viz: The prevailing prices of the manufactured product, existing rates of transportation, and the cost of production. No phase has been flattered; no conditions exaggerated. Our tabulations are taken from U. S. Geological Survey; Government Reports; Mineral Resources of the United States; Cement and Engineering News, and other sources no less authentic. They are up to date and accurate.

WE INVITE INVESTIGATION.

Total Consumption, Imports and Domestic Production of Portland Cement for Twelve Years.



THE ABOVE CUT SHOWS THE GOVERNMENT
REPORT FOR EACH YEAR ENDING IN APRIL.

Facts

To be Carefully Considered.

1. Portland Cement is a staple product of universal consumption.
2. The consumption of Portland cement in the United States increased tenfold in fourteen years.
3. The demand now exceeds the supply, and is rapidly growing.
4. 8,000,000 barrels of Portland cement were consumed in this country in the year 1900.
5. At the ratio of consumption in Germany, 30,000,000 barrels would be required annually in the United States.
6. The manufacture of Portland cement is one of the greatest of American industries.
7. It is also one of the most profitable.
8. The industry in this country is in its infancy.
9. American genius has carried the process of manufacture to the highest stage of development yet reached.
10. More than three-fourths of the American Portland cement is made east of the Alleghany Mountains.
11. In the Middle West the consumption is very great and the production limited.
12. The properties of this Company are near the center of population and in the heart of the great Middle West.
13. These properties are unequalled in quantity and quality of cement making materials.
14. There are coal mines at the doors of the Company's factory.
15. It has both water and railway transportation for its output.
16. It has the advantage of very large markets with almost no competition.
17. It can operate its factories 365 days in the year.
18. It can compete with the world in producing cheaply.
19. The Company's charter is broad, its directory strong, and its management conservative.

The character and great thickness of the several strata of rock including the oolite found on the Marengo property will enable the Company to quarry and prepare the materials ready for delivery to the crushers at a very slight expense. All of this material is easily crushed and can be reduced to a very fine powder with much less machinery than is ordinarily required

in the reduction of lime rock, and consequently at a much less cost. The factory at this point will be located below the rock deposits which will surround it on two sides, giving the Company exceptional advantages for the handling of its raw material and finished product at the smallest possible cost. On account of the climate and the character of the materials used, and because of its location with reference to the Southern markets, where construction work requiring the use of Portland cement is not retarded by freezing weather, the Company will, without question, be able to keep its factory in operation throughout the entire year. This will result in a maximum annual output and a consequent diminished cost of production. *We know of no other locations or available cement making materials, whether marl or rock, having characteristics so advantageous.*

Important Matters.

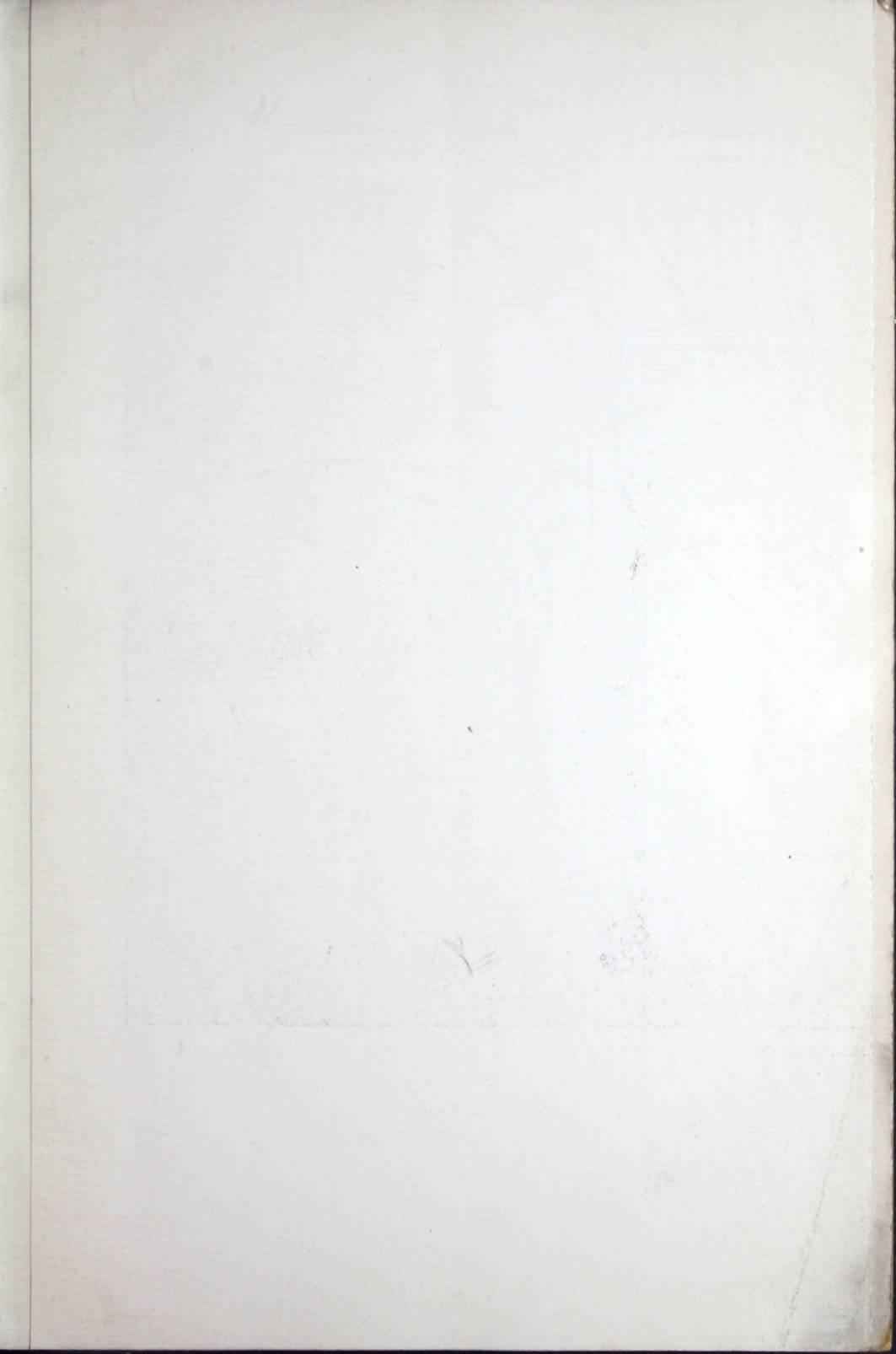
The most important matters to be considered in locating a Portland cement plant are:

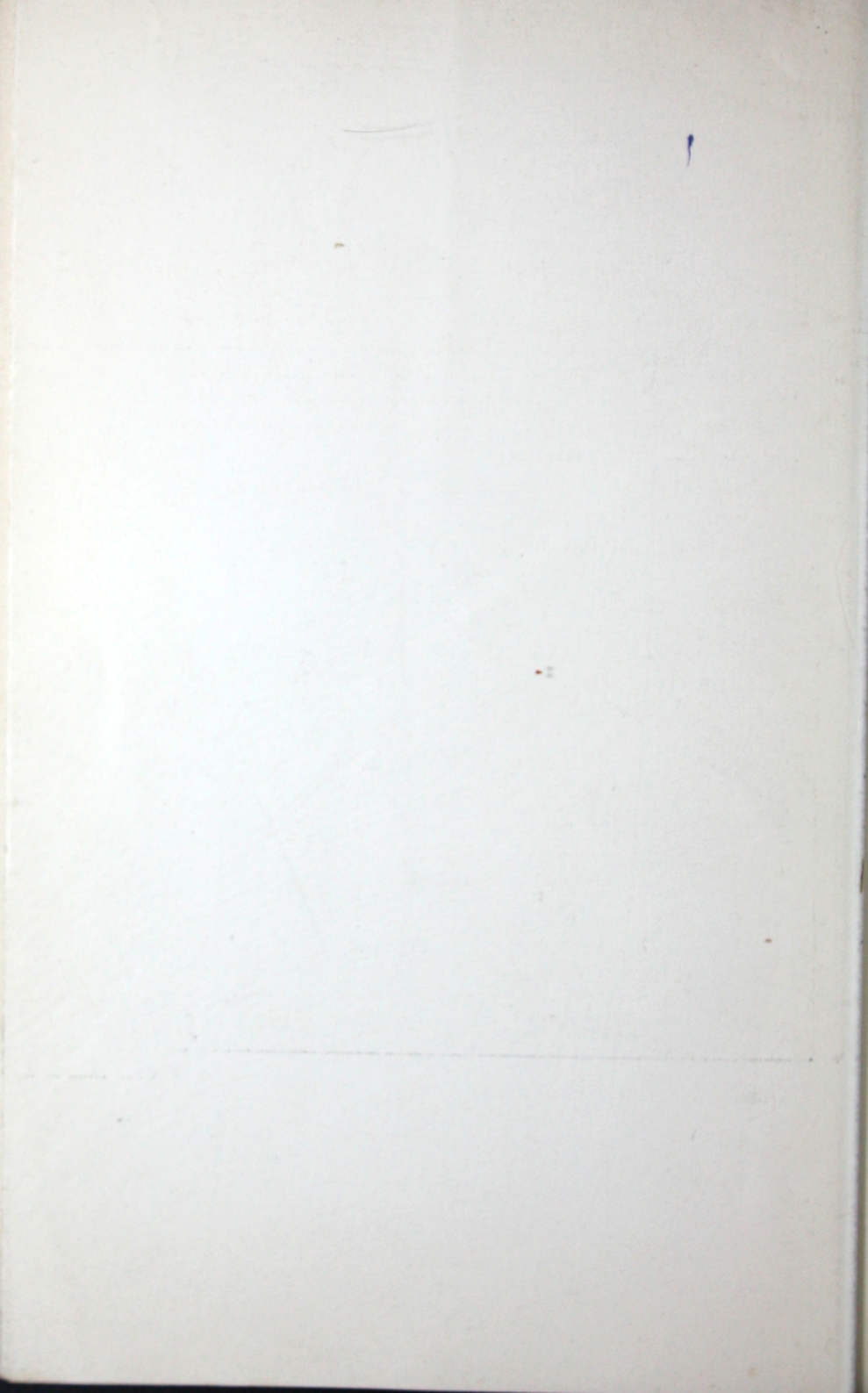
1. *Quantity and quality of materials.*
2. *Facilities for producing cheaply.*
3. *Nearness to profitable markets.*

The location, character, extent and quality of the cement-making materials owned by the Kentucky Portland Cement Company are such as to secure to this Company ideal conditions under which to manufacture Portland cement of the highest grade at the lowest minimum cost.

Marengo Rock.

The Marengo property comprises the most desirable portion of the oolite lime deposit and includes the only available site for a large factory so far found in close proximity to this deposit. At this point the strata of oolite has an aggregate thickness of about 26 feet, with enough rock to produce 2,000 barrels per day, for 500 years. Above and below the strata of oolite are other strata of lime rock almost as pure and only slightly harder than the oolite. The total average thickness of the several strata of rock adapted to the production of the highest grade of Portland cement will exceed 200 feet. But little stripping will be required at any point. As is well known, oolite is the purest form in which carbonate of lime is found. It is comparatively soft, being but little harder than chalk rock. The accompanying analyses and reports show the phenomenal purity of the several strata of lime rock, including the oolite, located on this property.





The Company's Advantages for Cheap Production.

The cost of production in a properly constructed plant, under economical management, will depend upon the character of, and the cost of assembling and preparing the materials used, and the cost of fuel required for power and in burning the clinker. As the principal ingredient in the mixture from which Portland cement is made is carbonate of lime, which in the process of manufacture must be reduced to a very fine powder before mixing with the clay, it follows that the purer the materials used, and the greater the ease with which these materials can be reduced to a powdered form, other things being equal, the cheaper will be the cost of production.

Commercial Advantages The superior natural advantages of this Company are self-evident when we consider its location, being situated only a few miles from the center of population of the United States, and being the nearest factory but one to date to St. Louis, Mo., which is the largest cement market in America with all the ingredients for the manufacture of Portland cement assembled in close proximity, with five years' contracts to lay coal down at 55 cents per ton, and as it takes approximately 200 tons per day to run a factory of 2,000 barrels capacity, it will be seen that this is a great saving over other manufacturers, who are not located in the coal fields, especially those in Michigan, where one-fifth of the Portland cement of this country is now being produced, where they pay at present \$2.65 per ton laid down. This company also has secured some of the highest grade clay known for the manufacture of Portland cement, as shown in analysis, which is obtained but a short distance from the Company's property and will cost only 20 cents per ton laid down. This is also a very important item, as some are compelled to haul clay 150 and 200 miles. With these exceptional advantages, the Kentucky Portland Cement Company will be enabled to produce their product cheaper than any other company thus far manufacturing in this country, and being only ten miles from the Ohio River, will be able to land cement via boat to the Panama Canal, where it is estimated about 50,000,000 barrels will be required, cheaper than any other company in this country, as there is only one factory south of us, and only one within 250 miles on the north, giving us practically a home market for more than we can produce, with little or no competition.

Proximity to Markets.

As to nearness to markets and the consequent low cost of distributing the output of the Company's factories, a glance at the accompanying map will show the admirable location :

St. Louis	236 miles
Evansville	84 miles
Indianapolis	70 miles
Louisville	38 miles
Cincinnati	110 miles
Terre Haute	127 miles
Chicago	262 miles
Knoxville	228 miles
Chattanooga	280 miles
Lexington	84 miles

The property is situated on the St. Louis Division of the Great Southern Railway System about thirty-eight miles from Louisville. The factory at this point will be the nearest, save one, to St. Louis, Indianapolis, Louisville, Cincinnati, and the South. Chicago and St. Louis are the two largest distributing points for Portland cement in the West. The Northwest can be reached by way of Chicago, and the South and Southwest, via boat, by way of Cincinnati, Louisville and St. Louis. Where the article manufactured is heavy and the cost of transportation necessarily large, as in the case of Portland cement, the advantage of a location central as to large markets is apparent. It will be possible for many years to come to sell the entire output of the Company's factories in the markets immediately tributary. The Company will also have the advantage of water transportation by way of the Ohio and Mississippi Rivers.

It can be safely said, therefore, that no other properties containing materials adapted to the manufacture of Portland cement so far discovered approach so nearly to ideal conditions for the economical production and profitable distribution of high-grade Portland cement, nor is there any other enterprise of this nature which offers so great promise for the future.

What is Portland Cement ?

Mr. Bernard L. Green, C. E., in a paper read before the Civil Engineers' Club, of Cleveland, makes the following statement :

"Portland cement is produced from the intimate mixture of lime and clay, burned to a point just short of vitrification, and ground to a fine powder. It is thus essentially an artificial product, and clearly distinguishable from the natural cements. It can be made from many materials, having the various necessary ingredients in the proper proportions, and these proportions may vary between narrow limits, depending somewhat on the method of manufacture. Scientists have now proved almost conclusively just what chemical combinations and reactions take place upon the calcining of the raw materials, and also when the resulting cement is mixed with water and allowed to set. So there is nothing in the fundamental principles of Portland cement making in which one manufacturer can claim superiority over his rivals; no secret processes, no patent methods."

ANOTHER DEFINITION.

"Portland cement, the strongest, most useful, and most trustworthy cementing material known, is a cindered product of finely ground and intimately mixed siliceous clay and carbonate of lime."

Fuel.

The largest single element in the cost of manufacturing Portland cement is fuel. The Company's deposit is within a few miles of the Indiana coal fields, having direct lines of railway. Coal can be secured at this point at a comparatively low price, which will give the Company a decided advantage over competitors in the way of cheaper fuel.

Under its arrangement with the Railroad Company on whose line the factory at this point will be located, the Company will secure its fuel at a cost but little above the price at the mines. As the cost of the fuel, when used for power and in burning the clinker, amounts to about two-fifths of the total cost of production, it will be seen that this Company, having these exceptional advantages in the way of cheap fuel, will be able to manufacture Portland cement *cheaper than it can be produced by any other manufacturer between the Alleghany Mountains and the Mississippi River*. The Company, under its Charter, may own and operate its own coal mines, and transportation lines, and is, therefore, in a position to take advantage of whatever will in any way reduce the cost of production.

STATE OF INDIANA.

DEPARTMENT OF GEOLOGY AND NATURAL RESOURCES.

W. S. Blatchley, State Geologist.

INDIANAPOLIS, IND., July 2, 1902.

Mr. R. H. Evans, Louisville, Ky.:

DEAR SIR—I submit herewith the following report on your rock property adjoining Marengo, Crawford county, Indiana, as a site for the manufacture of Portland cement.

The estate mentioned lies on both sides of the St. Louis Division of the Southern Railway, thirty-eight miles west from Louisville, and contains an oolite, which, judging from its chemical analysis and physical properties, will, without doubt, make a high grade of Portland cement.

A careful examination of the land shows that the oolite will average about eight feet six inches in thickness, thus furnishing enough material to run a Portland cement plant, having a daily capacity of 2,000 barrels, for forty years. Both above and below the oolite are thick strata of oolitic limestone, which averages more than 95 per cent carbonate of lime and is the next finest rock known for making Portland cement.

The oolite mentioned, which is the most valuable cement material found on the land, is the purest form of carbonate of lime occurring in Indiana.

Since Portland cement is composed of about 78 per cent of carbonate of lime, mixed with 22 per cent of clay, it is necessary that the carbonate of lime be in as pure a condition as possible. Moreover, it is essential that it be practically free from magnesium carbonate, as magnesia is the harmful element of such cement. The chemical analysis of an average sample of oolite made by this department resulted as follows:

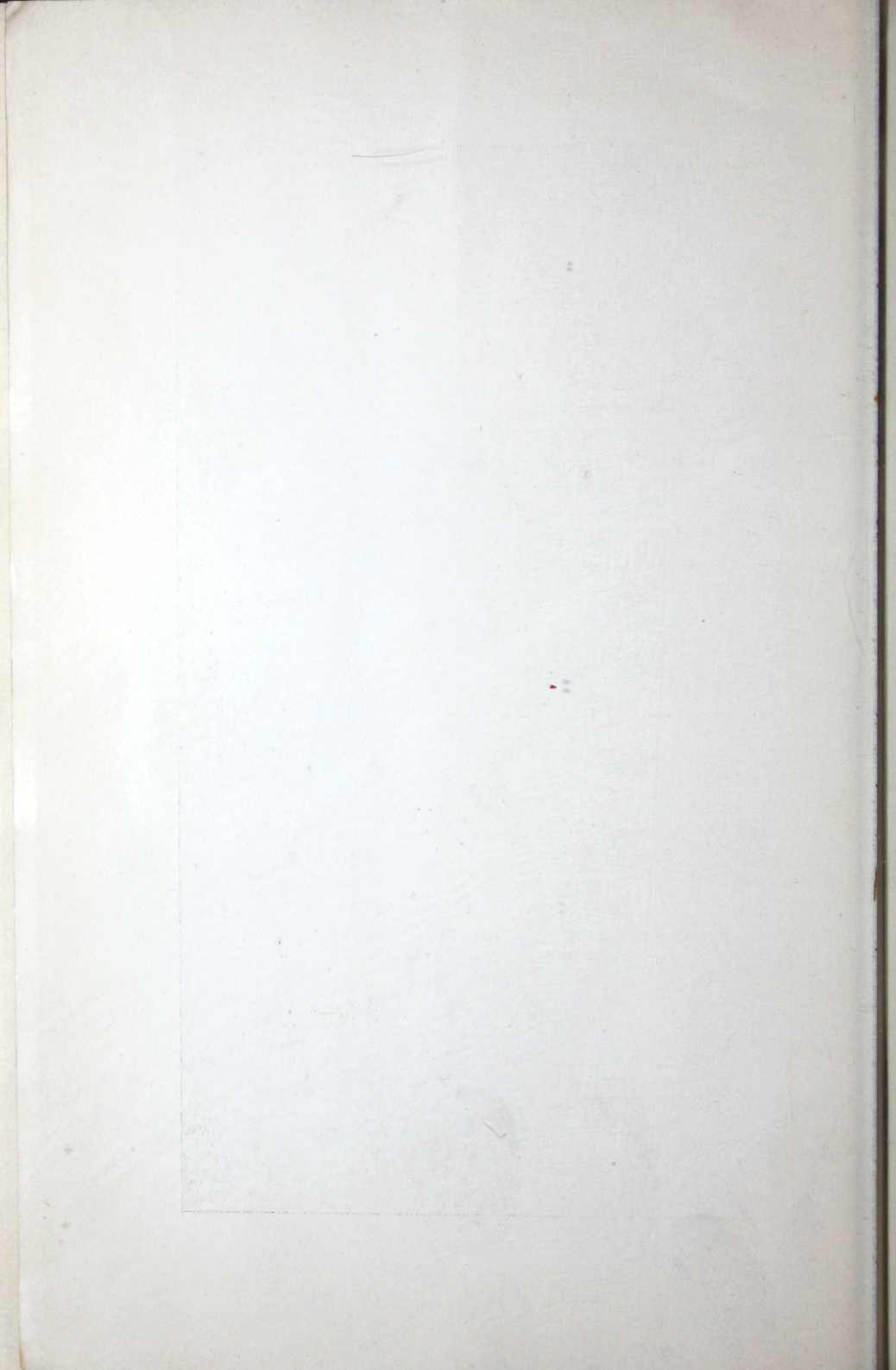
Analysis of oolite from R. H. Evans' estate, Marengo, Ind.:

Calcium Carbonate (CaCO_3)	98.97
Magnesium Carbonate (MgCO_3)	.58
Ferric Oxide (Fe_2O_3) and Alumina (Al_2O_3)	.11
Total	100.03

This analysis proves the chemical fitness of the Marengo rock as an ingredient for Portland cement.



ROCK HILL 300 FEET HIGH.



In the manufacture of such cement, material has to be ground, and its softness, therefore, must be taken into consideration, as difficulty in grinding enhances the cost of the completed product. The oolite is a very soft stone when freshly quarried, and for this reason it can be easily and cheaply ground to any required fineness.

Another factor must be taken into consideration—in the location of a large cement plant is the water supply. There is a never failing stream running through this property which is fed by numerous springs, so that an abundant and unfailing supply of water can be easily secured.

At the present time coal ground to a fine powder is used as the fuel in the manufacture of Portland cement. Marengo is located within sixty miles of Oakland City, on the Southern Railway, the heart of the coal district of Southern Indiana, so that an unlimited supply of cheap fuel is assured.

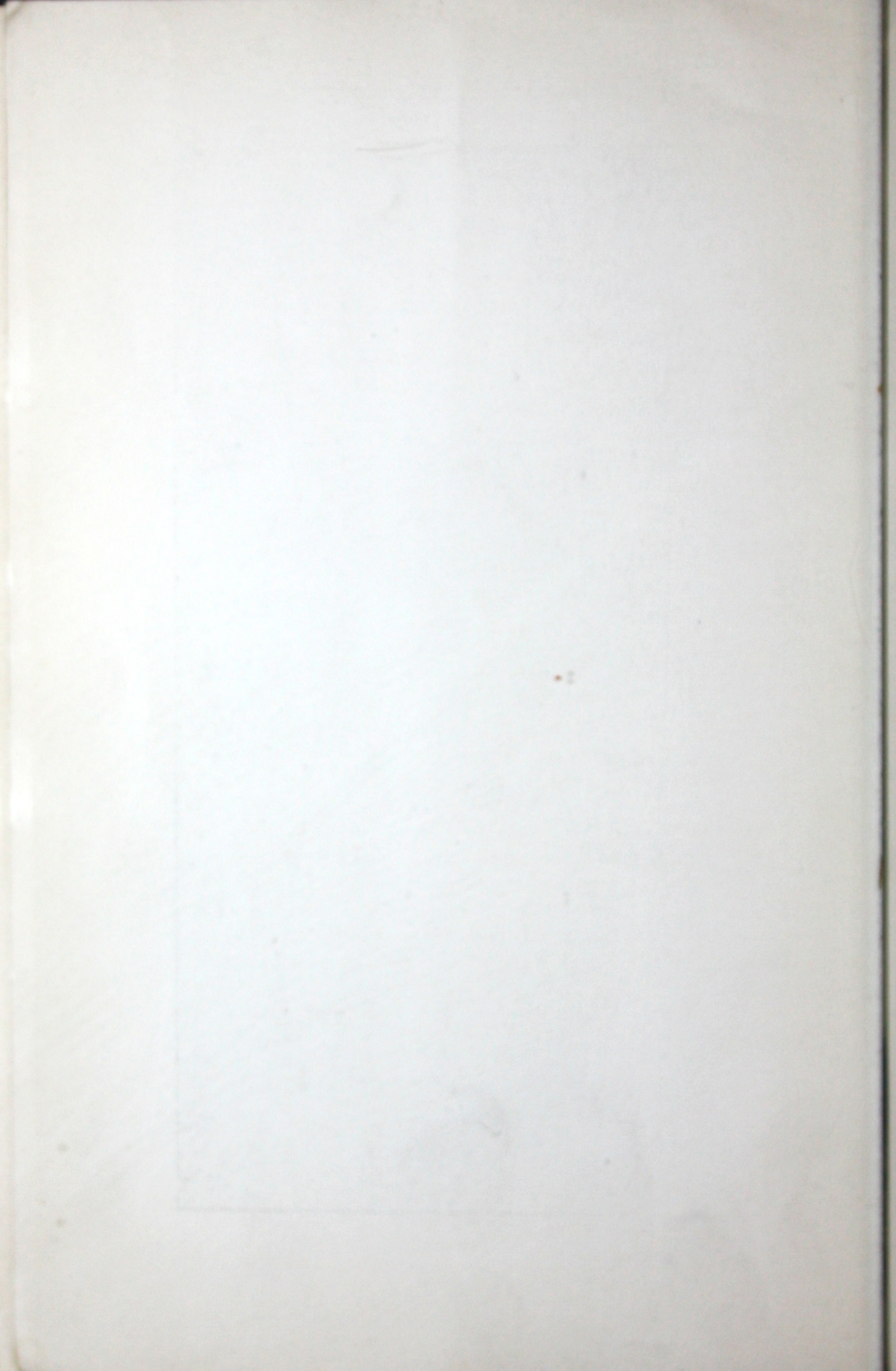
Clay of excellent quality, suitable in all respects for the manufacture of Portland cement, can be secured at Huntingburg, on the same line of railway, thirty-four miles to the west. This is a much shorter distance than the average cement factory of the country has to haul its clay.

Marengo, which this land joins, is the largest town in Crawford county, and since the town is but ten miles north of the Ohio River, an electric railway can be cheaply constructed along the highway to Leavenworth, or by way of Blue River, which will furnish abundant water-power to generate the electric power. This would furnish an outlet to water transportation on the Ohio, which is at all times much cheaper than by railway. Taking into consideration the location of the property, the abundance and quality of the oolite, the proximity of clay and fuel, and its water supply, I consider the estate mentioned one of the best locations in Indiana for the erection of a large Portland Cement manufactory.

Respectfully submitted,

(SIGNED.)

W. S. BLATCHLEY.



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Respectfully submitted,

(SIGNED.)

W. S. BLATCHLEY.

Copy of analysis of clay by State Geologist, W. S. Blatchley,
of Indianapolis:

Mr. R. H. Evans, Louisville, Ky.:

DEAR SIR: I have received this morning the result of the
chemical analysis of the clay from the land of Chris Fuchs, Hunt-
ingburg, Ind.

The results of this analysis are as follows:

Silicon Oxide (SiO_2)	65.25
Iron Oxide (Fe_2O_3)	2.30
Aluminum Oxide (Al_2O_3)	17.30
Calcium Oxide (CaO)	0.50
Magnesium Oxide (MgO)	0.20
Potassium Oxide (K_2O)	1.56
Sodium (Na_2O)	0.98
Water, as moisture and combined	11.90

The analysis shows a very small percentage of magnesia, the
harmful element of Portland cement. The clay is, in my
opinion, well suited for the manufacture of such cement.

Yours very truly,

(SIGNED.)

W. S. BLATCHLEY.

F. H. BORRADAILE,

ANALYST, MINERALOGIST AND CEMENT EXPERT,

Detroit, Mich.

DETROIT, MICH., Feb. 11, 1902.

R. H. Evans, 819 Majestic Building, Detroit, Mich.:

DEAR SIR—In reply to your request for my report upon the
analysis of samples submitted by you, enclosed please find the
same upon the average composition of the six samples of
Marengo limestone, one of which is an oolite.

Also included is a report upon the analysis of the average
composition of four samples selected from your clay beds in
Huntingburg, Ind.

Upon consideration of scientific formulae as the result of
modern research work in Portland cement industry, your lime-
stones and clays are undoubtedly as close to the ideal as could
be reasonably expected by the most exacting of chemists and
engineers.

Report on six samples of limestone submitted by R. H. Evans, gotten from Marengo, Ind.:

FRED H. BORRADAILE,
Analyst.

Calcium Carbonate (CaCO_3)	97.28
Calcium Oxide (CaO)	.47
Silica (SiO_2).....	.37
Alumina (Al_2O_3)	.42
Magnesia (MgO).....	.41
Inorganic Matter.....	.37

Report of the results of analysis of samples of clay submitted by R. H. Evans.

Nos. 1, 2, 3, 4, 5—Indiana.

	1	2	3	4	5
Silica (SiO_2)	62.05	62.05	63.51	61.28	60.13
Alumina (Al_2O_3)	24.38	22.74	23.64	24.83	27.13
Ferric Oxide (Fe_2O_3)	1.54	3.73	2.02	1.49	2.18
Calcium Oxide (CaO)	.94	.84	2.44	1.40	1.54
Magnesium Oxide (MgO)	1.89	.37	1.50	.33	1.36
Sulphuric Anhydride (SO_3)	trace	trace	trace	2.75	.75
Alkalis	.60	2.47	.65	.61	.29
Loss by Ignition	8.60	6.34	6.46	8.46	6.40

I consider clays No. 1, 2, 3 and 5 most excellent clays for the Portland cement industry. No. 4 is too high in sulphuric anhydride.

No. 1 clay should make good terra cotta ware.

No. 3 clay should make good pottery ware.

No. 2 and 5 clays should make good paving brick.

FRED H. BORRADAILE, *Analyst.*
Graduate of University of Michigan.

ITHACA, N. Y., Jan. 24, 1903.

Mr. R. H. Evans, Louisville, Ky.:

DEAR SIR—I respectfully report the analysis of the cement materials which you sent me to be as follows:

	Clay.	Limestone.
SiO_2	55.68	0.46
Al_2O_3	24.40	} 0.14
Fe_2O_3	7.80	
CaO	0.58	55.43
MgO	1.15	0.26

This material is excellent for the purpose of manufacturing Portland cement, and if properly proportioned will make an excellent grade of Portland cement.

Very truly yours,
R. C. CARPENTER.

Financial Statement

KENTUCKY PORTLAND CEMENT COMPANY.

Capital Stock \$900,000.

\$400,000, 7 per cent Preferred. \$500,000 Common.

Annual output 2,000 bbls. per day; for 300 days, 600,000 bbls.	
Average selling price at factory, \$1.50 per bbl.	\$900,000
Cost per bbl. 600,000 bbls., at 60 cts.	360,000
Annual dividends on \$400,000 Preferred Stock at 7 per cent.	\$540,000 28,000
Annual Sinking Fund to retire \$400,000 Preferred Stock.	\$512,000 80,000
Depreciation of plant annually.	\$432,000 25,000
Reserve fund or working capital.	\$407,000 50,000
Officers' salaries, etc.	\$357,000 7,000
Dividends on \$500,000 Common Stock, 70 per cent, or Or 45 4-5 per cent on the whole \$900,000 Capital Stock.	\$350,000

The foregoing is an over-conservative estimate, from the fact that a Portland cement factory, where rock or the dry process obtains, runs night and day the year around, and would enable this Company to produce annually 130,000 barrels more than given in above estimate. Also with our materials assembled in close proximity and the softness of rock which will give us a great saving, both in quarrying and grinding. The high elevation of our hills, which will enable us to handle the material by gravitation, we can make cement at a cost of 50 to 52 cents per barrel. In justification of these statements we give no less authority than Prof. R. C. Carpenter, of Cornell University, who has acted in capacity as chief engineer for some of the largest manufacturers in the Lehigh Valley, and who bases his statements on actual experience, and who says the cost there does not exceed 60 cents with fewer advantages than we possess.

Manifold and Multiplying Uses of Portland Cement.

The production and use of Portland cement in this country is still in its infancy as compared with the cement-producing countries of the world. And, as it is rapidly growing into use as a building material, it is only a question of supply when we shall consume as much per capita as Germany, which is the largest cement-producing country in the world, and which, in 1900, consumed six times as much per capita as the United States. In order to meet this demand it will require the further investment of large sums of money in Portland cement plants.

There is no good reason to-day why we should not supply all our home market, besides a fair share of the world's market. For that reason it will be many years before we will have to meet the question of over-production in this country.

Portland cement is used in the construction of all of the best buildings; in making artificial stone columns, foundations and walls; in pier, quay and breakwater construction; in bridge abutments, retaining walls, arches, water-courses and sidewalks; in lining war vessels, and for the construction of coast defenses; in making fire-proof floors, cellar bottoms, sewer pipe, and weather coating for walls; in constructing bank vaults, pipe mains and grain elevators, etc. In a great variety of forms of structural work Portland cement is rapidly taking the place of wood and stone. It is now being used in the manufacture of fence posts, building blocks, roofing tiles, and will doubtless in the near future be used extensively for railroad ties. It is rapidly taking the place of the so-called natural cements because of its durability and its adaptability to all forms of work requiring a cementing agent.

The Roofs. The roofs of which are made of cement tile, a new and rapidly growing industry in this country.

In Germany over 40 per cent of the glazed or Spanish tile have already been displaced by cement tile. They will not break when submitted to white heat, even when coming in contact with water. They are also frost-proof. They are made in all shapes and colors.

Of the Portland cement made in the United States during the year 1898, only 10 per cent came from factories west of the Alleghany Mountains.

Important Questions Answered.

Some important questions will arise in the mind of the thoughtful investor :

1. The question of over-production.
2. Can cement equal to the best European brands be produced out of American material?
3. What dividend will the stock pay?

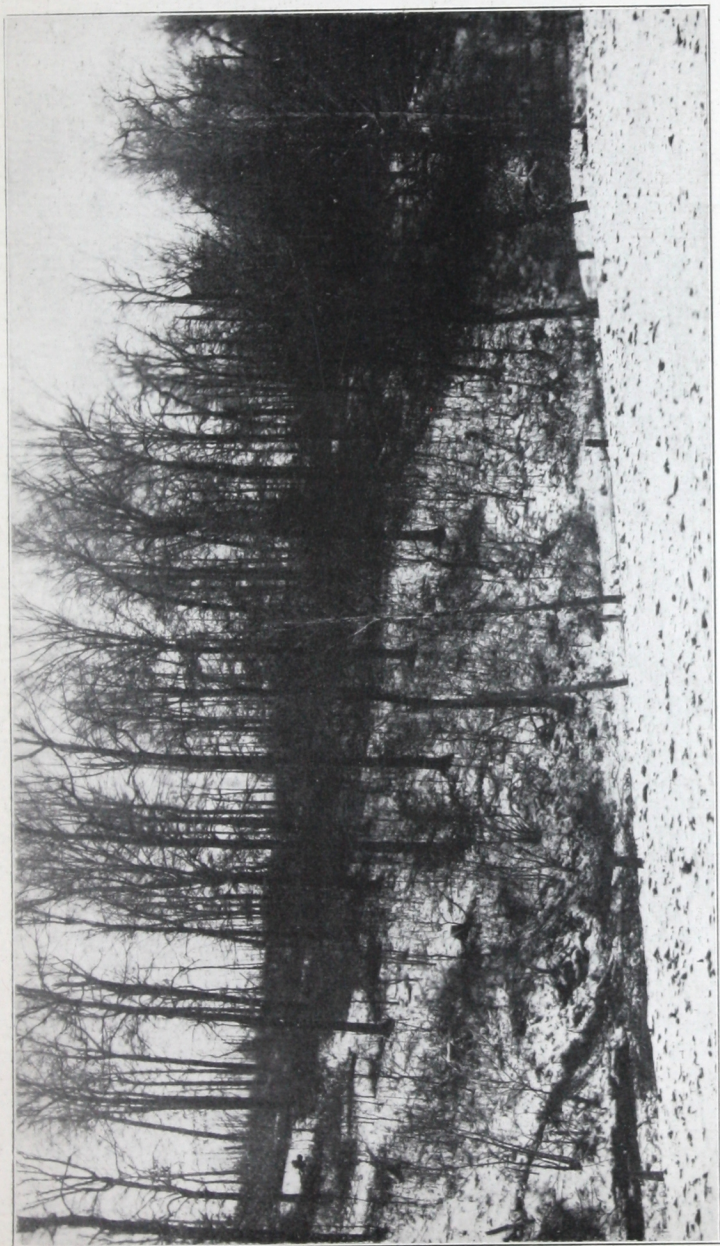
We have made the most exhaustive research, not only to be able to answer these questions intelligently for others, but also for ourselves, before the expenditure of our own time, money and energy in this most inviting industry.

All the Portland cement factories in the United States are paying large dividends; for example, the American Portland Cement Co. paid, last year, \$272,500, an increase of \$40,000 over the year before.

The Outlook. It is fair to presume that the entire home market as well as a large share of the world's market for this product will eventually be supplied from American factories. This will necessitate further large investments in plants for the manufacture of Portland cement. While a rapid development of the industry in this country may be expected from this time on, yet in view of the conditions prevailing here, and especially in the Middle Western States, many years must elapse before the danger of over-production need be considered. Of the Portland made in the United States during the year 1900, less than one-fourth came from factories located west of the Alleghany Mountains. The great Middle West, therefore, with its boundless resources and almost unlimited possibilities of development, is now obliged to import from foreign countries and from the seaboard States by far the larger part of its supply of Portland cement.

The following is from the January, 1901, number of "Cement":

"It is interesting to note that while the productive power increases, the application of cement for general construction is covering so wide a field of usefulness that each year finds it successfully applied to some new use which means practically a newly discovered market. During the year the engineering and architectural professions have given evidence of their growing faith in concrete construction by adopting it in many engineering works of magnitude and substantial architectural operations formerly constructed of natural stone."



ROCK HILL 200 FEET HIGH.



The following extracts are from the Mineral Resources of the United States, by Spencer B. Newberry, of the United States Geological Survey, and other reliable sources:

Natural vs. Portland Cement. Reports made by leading German engineers show that other hydraulic materials, once extensively employed, are now but little used in that country, Portland cement having proved cheaper in use, even for the commonest purposes. Practically the same conditions prevail in all of the foreign countries where this product is extensively manufactured. There is no doubt that the development in the application of Portland cement to structural and other work in this country will be similar to that of foreign countries, and that within a comparatively short time the so-called natural cements, the production of which in the United States amounted to 10,000,000 barrels in the year 1900, will be entirely replaced by Portland, resulting in a further large increase in the demand for this product.

The following extracts pertaining to concrete structure are from the Scientific American, the Cement Engineering News, and other periodicals:

"That concrete possesses many great advantages in the construction of railway structures is being more generally appreciated from year to year.

"Concrete culverts and bridge piers are particularly well adapted for use in the construction of new lines of railway, owing to the comparative ease with which the material for making concrete can be transported as against heavy stone work. The use of derricks for loading and unloading material and specially constructed wagons for heavy hauling are not necessary in concrete work, and as it can be made with cheap, unskilled labor, a great saving in the wages of the force employed is thus effected. These culverts have a decided advantage over cast iron pipes, owing to the great cost of transporting pipe.

"More than 70,000 barrels of American Portland Cement have been consumed in the construction of the Great South Terminal Station at Boston; 45,000 barrels of Portland Cement will be required for the Holyoke dam, at Holyoke, Mass., now under construction. This dam will be 1,020 feet long and 35 feet high."

—F. G. Jonah, M. Can. Soc. C. E., *Canadian Engineer*.

"The Interior Elevator Co., of Minneapolis, Minn., have erected a large grain elevator in Duluth, constructed entirely of steel and Portland cement concrete, such as are in use on the Danube in Europe. The estimated cost for this elevator is nearly \$1,000,000.

"Houston Bros., Thirty-second street and Penn. R. R., Pittsburg, Pa., will furnish 30,000 barrels of cement for the new Laughlin furnaces at Pittsburg."

—*Cement and Engineering News, Chicago.*

"Messrs. John Auld & Co., of England, are building a dam or barrage for the Egyptian government at the first cataract of the river Nile, near Assuan, Egypt, which will consume 3,000,000 barrels of cement and will cost \$12,000,000. One thousand European workmen and 2,500 natives are employed on the work under General Manager John Blue. The dam will be 76 feet high, and the top of the dam will be from 30 to 40 feet wide, and will be used as a bridge. It will impound the flood waters of the Nile 76 feet above low water for irrigating purposes, from which the Egyptian government will derive a revenue of \$2,000,000 annually.

"Cement pipe laid during the Roman invasion in Great Britain is still in a good state of preservation, and the same is true of work done by the Romans in other parts of Europe."

—*Cement and Engineering News, Chicago.*

"Portland cement seems to be invading and displacing many of the old reliable materials used in building construction. It has now made another conquest in transforming old frame structures from wooden exterior to a Portland cement finish. A building so transformed will be warmer in winter and cooler in summer. The rate of insurance will be cut down since the fire hazard will be less. There are a number of dwellings in Chicago that have been transformed in the manner above indicated, with the result that the transformation can not be distinguished from a dwelling that has been constructed anew. When the cost is compared with the uniform good results obtained we cannot see why there should not be a great future for this class of work.

—*Cement and Engineering News, Chicago.*

In strength and durability, no masonry, however hard the stone or large the blocks, can ever equal the ancient Roman walls of concrete; for each wall was one perfect coherent mass, and could only be destroyed by a laborious process like that of quarrying hard stone from its native bed. That many of these walls and viaducts are still standing is due to their concrete formation. They have withstood the siege of the barbarian for centuries and the action of the elements for thousands of years.

The museum of Stanford University, California, will be the most important edifice on the ground. It will be 300 feet long, three stories high, and the entire structure, walls, floors and roof, is to be of concrete and twisted iron.

The great breakwaters of the Mediterranean Sea, Alexandria and Port Said are built of concrete 6-foot cubical blocks, which are thrown into the sea.



